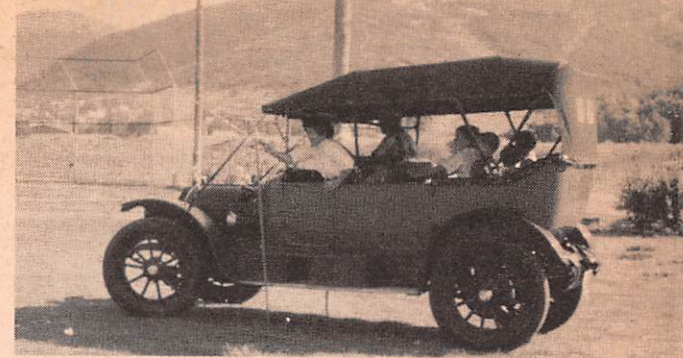


Buick "25" Touring Car — 1913



P.C.
Rec
11 Sep
1969

In the brass and antique to 1915 Merrill Maxfield's 1913 Hudson touring car won the first place trophy. This was the oldest auto in the contest and the car participated in the 1968 transcontinental road race from New York to San Francisco

and averaged more than 40 miles an hour in the tour. The Maxwell family won the first place award for the "Best Dressed Family" which required the members to wear 1913 clothing to match the vintage of their car.



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Baker Electric Service

The high-bodied Baker Electrics belong to the era when electricity and steam were contenders for automotive popularity. The boys from Whitmore Electric Garage, 420 E. So. Temple, would

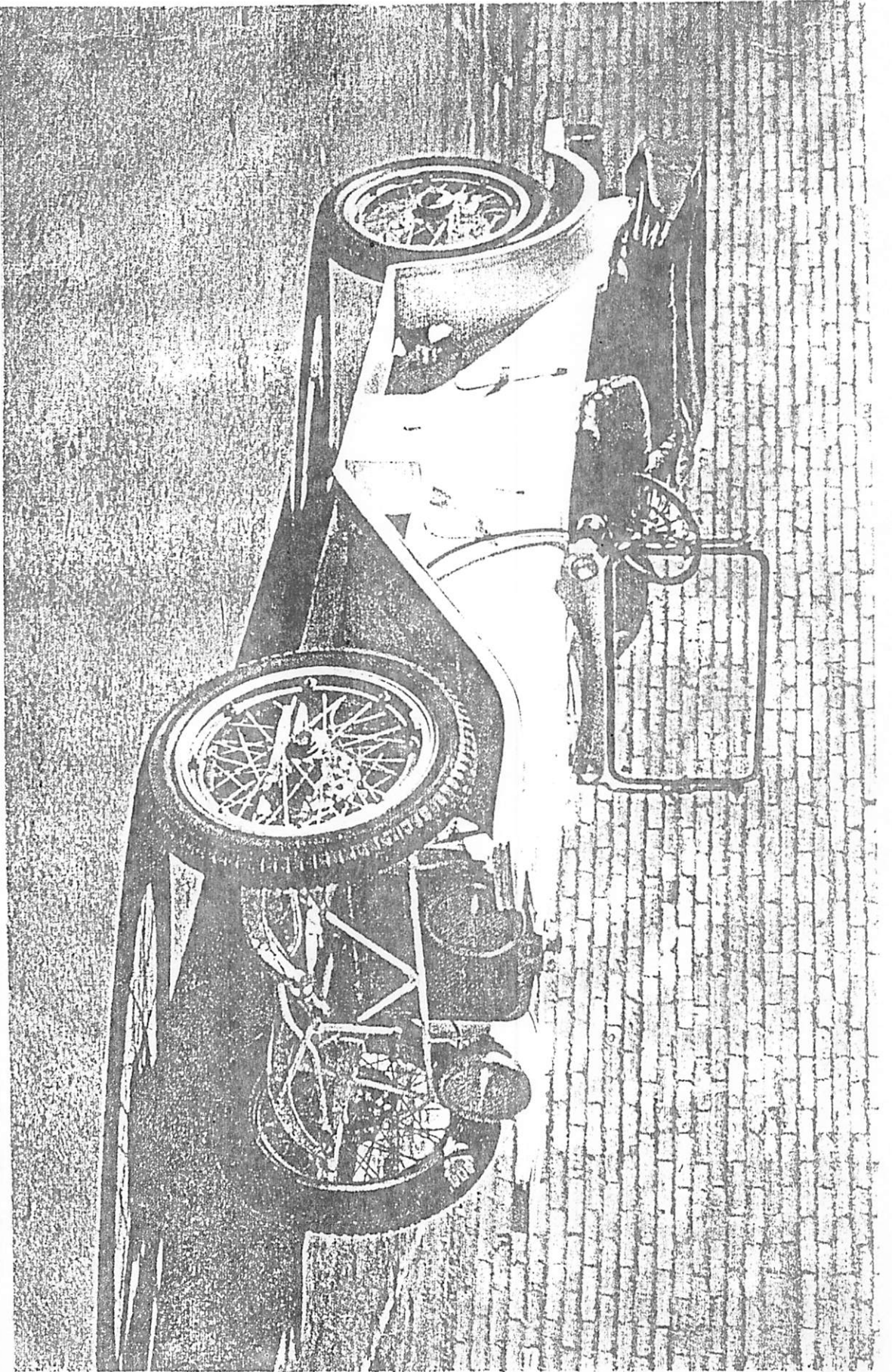
go to the homes of the users and bring the cars back for overnight recharging of the storage batteries. 50 miles was a record limit on one servicing.



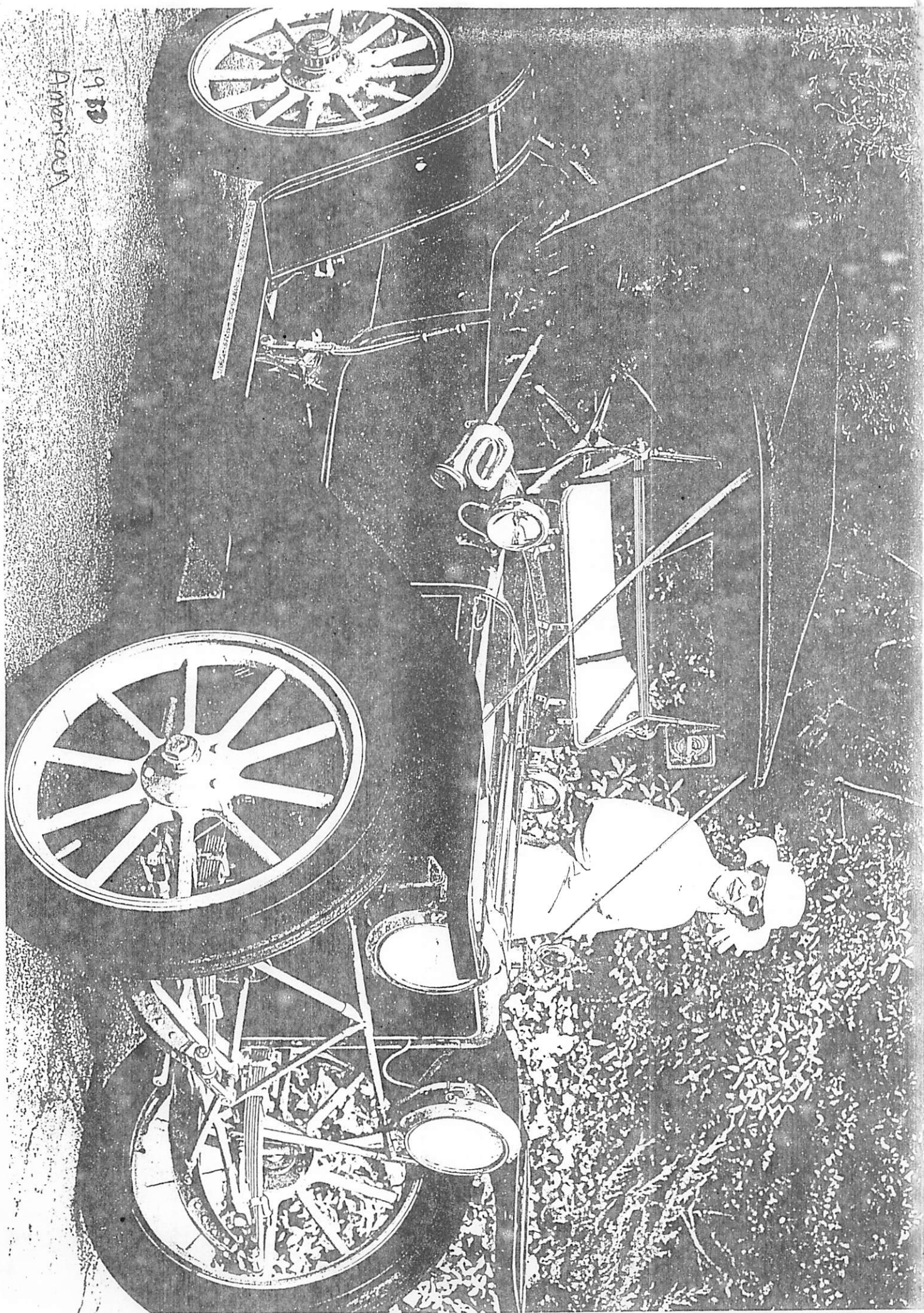
Line-up of Old Automobiles

In the line-up of old automobiles, the oldsters from left to right are: 1908 Reo; 1913 Stanley Steamer; 1908 International Harvester; auto-

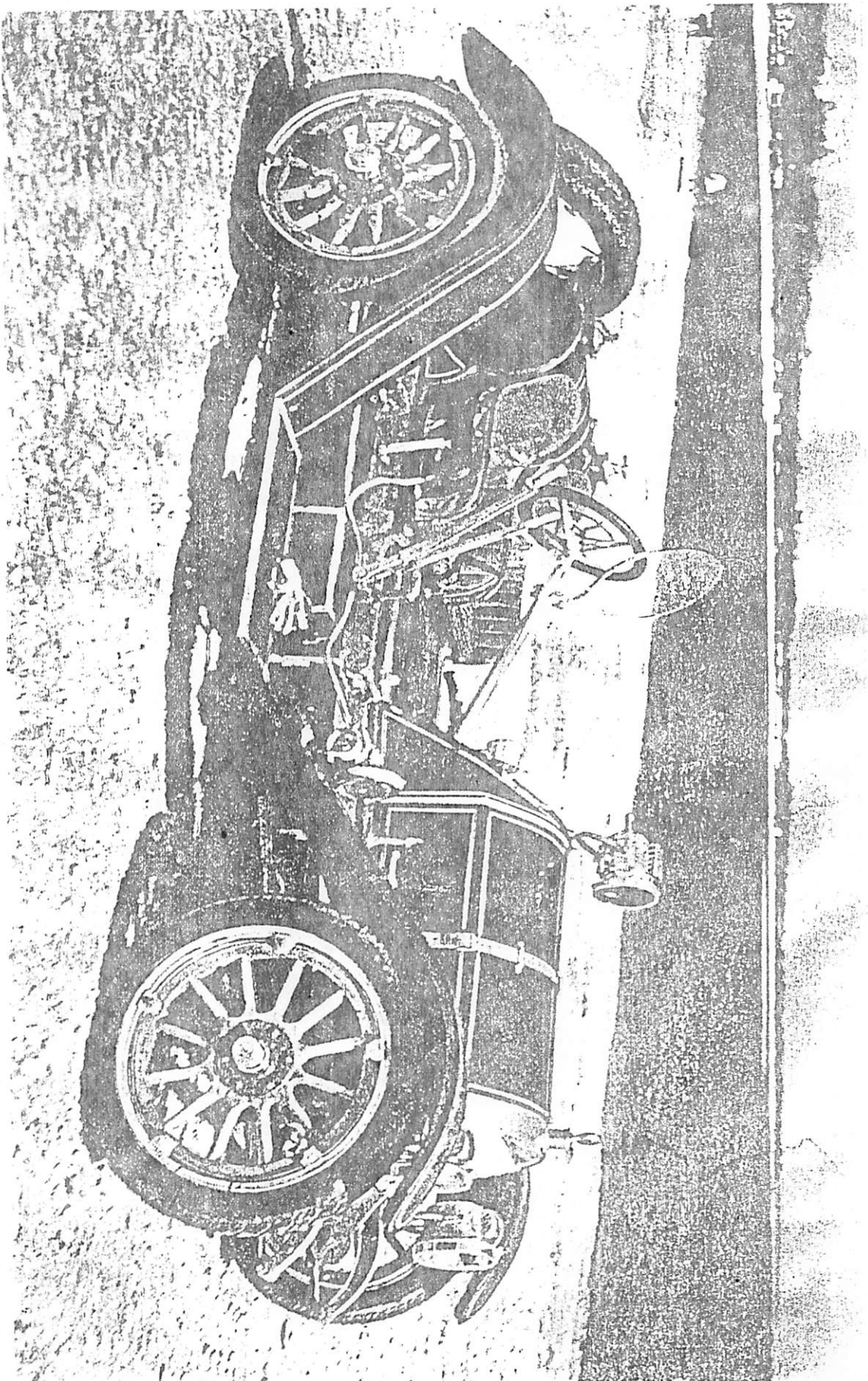
wagon; 1913 Ford; 1928 Scripps-Booth; 1922 Rolls-Royce; 1917 Studebaker. Thanks to Ray Dougherty of Erie, California.



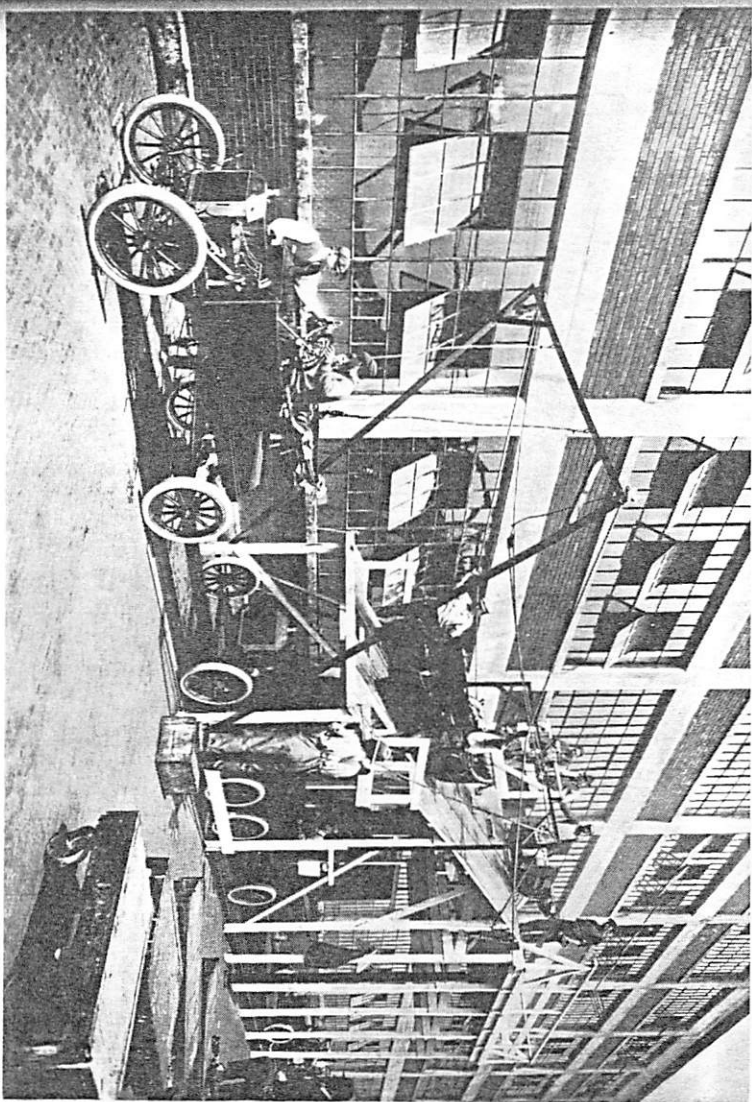
There is an undeniable fascination in the cars of another era, American and foreign, which, though good of their kind—in some cases superior—were for one reason or another unable to survive. Nostalgia is strong in all of us, and few objects we know are as well able to take us back to simpler times, less hazardous ways of life, than old automobiles. Those that are, like this American Underslung of 1913, unique in construction, are doubly attractive. This touring car, the property of Dr. George Slater of San Bernardino, California, is one such. This car was built in Indianapolis and was called "Underslung" because the axles were carried over, not under the chassis framework.



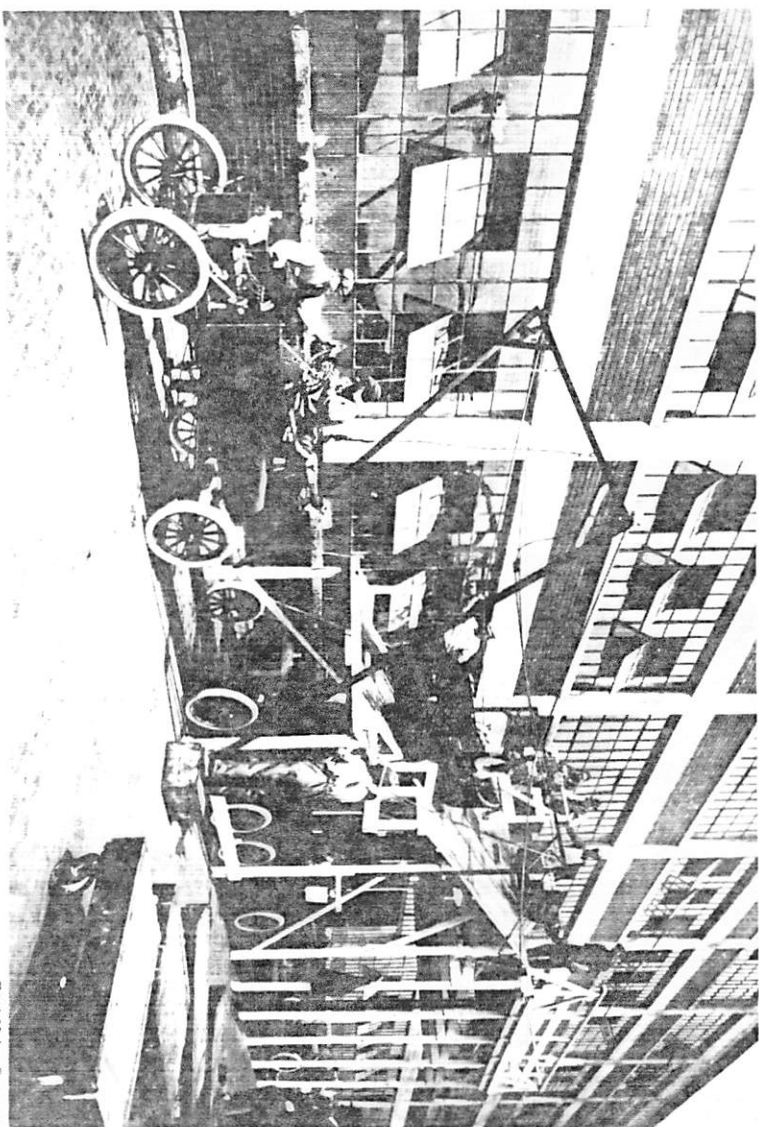
1930
American



Many have sought but few have found one of these T-head, four-cylinder Mercer Raceabouts. They were made between 1911 and 1914, were guaranteed to do 75 miles per hour—an excellent turn of speed—for those days—and cost \$2,600. The Mercer had four speeds forward, superior steering, indifferent brakes and remarkable controllability and road-holding. This example, owned by Fred R. Schreier of Boston, Massachusetts, is believed to be the latest Raceabout to be discovered. It was found in Ontario, Canada, in 1948 in a thoroughly run-down condition (it had spent World War II standing in the open) and was restored by Conrad Lofink of Wilton, Connecticut.

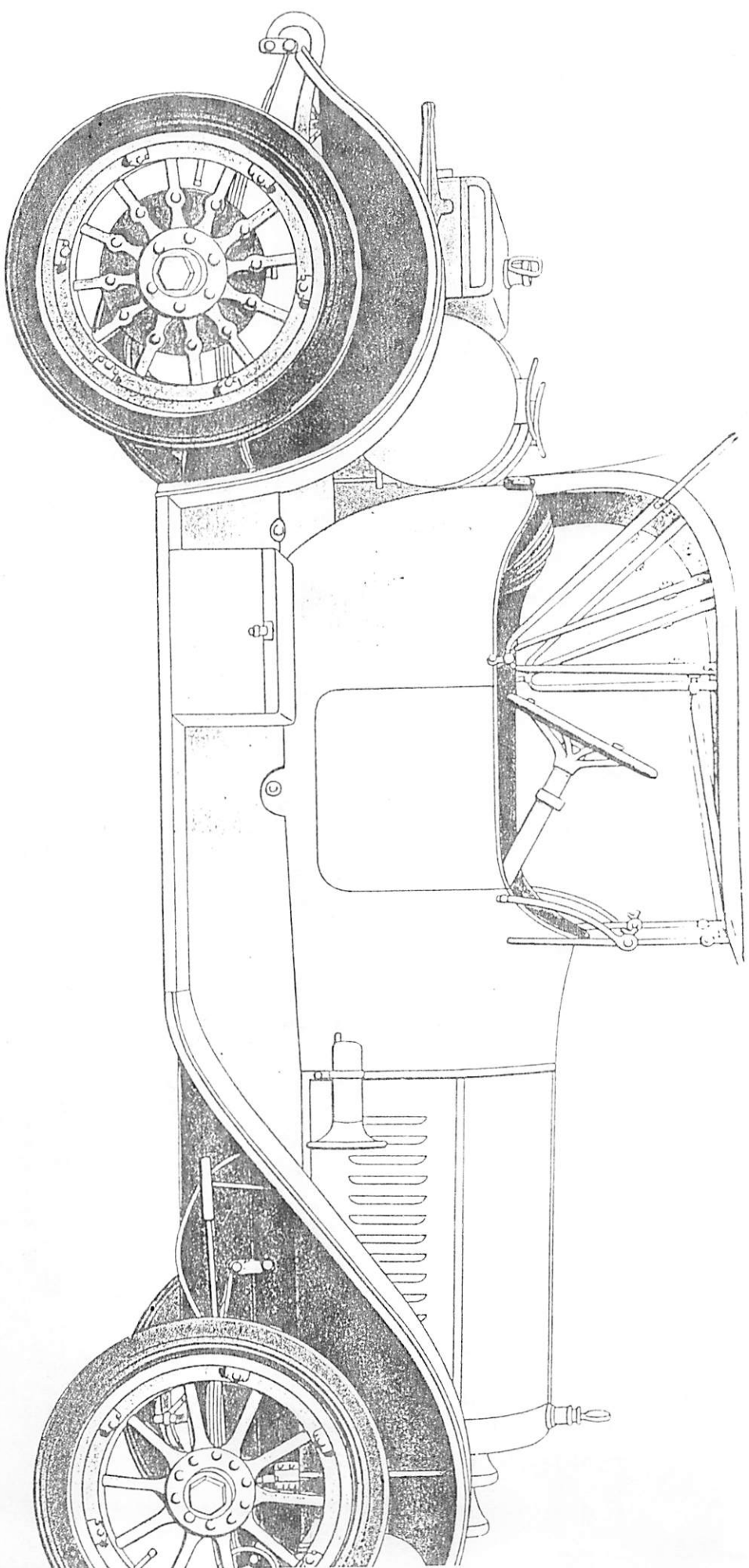


Ford Motor Company
In 1914, an Early Assembly Line Was Used to Build Model T Automobiles in the Ford Plant at Highland Park, Mich.



Ford Motor Company

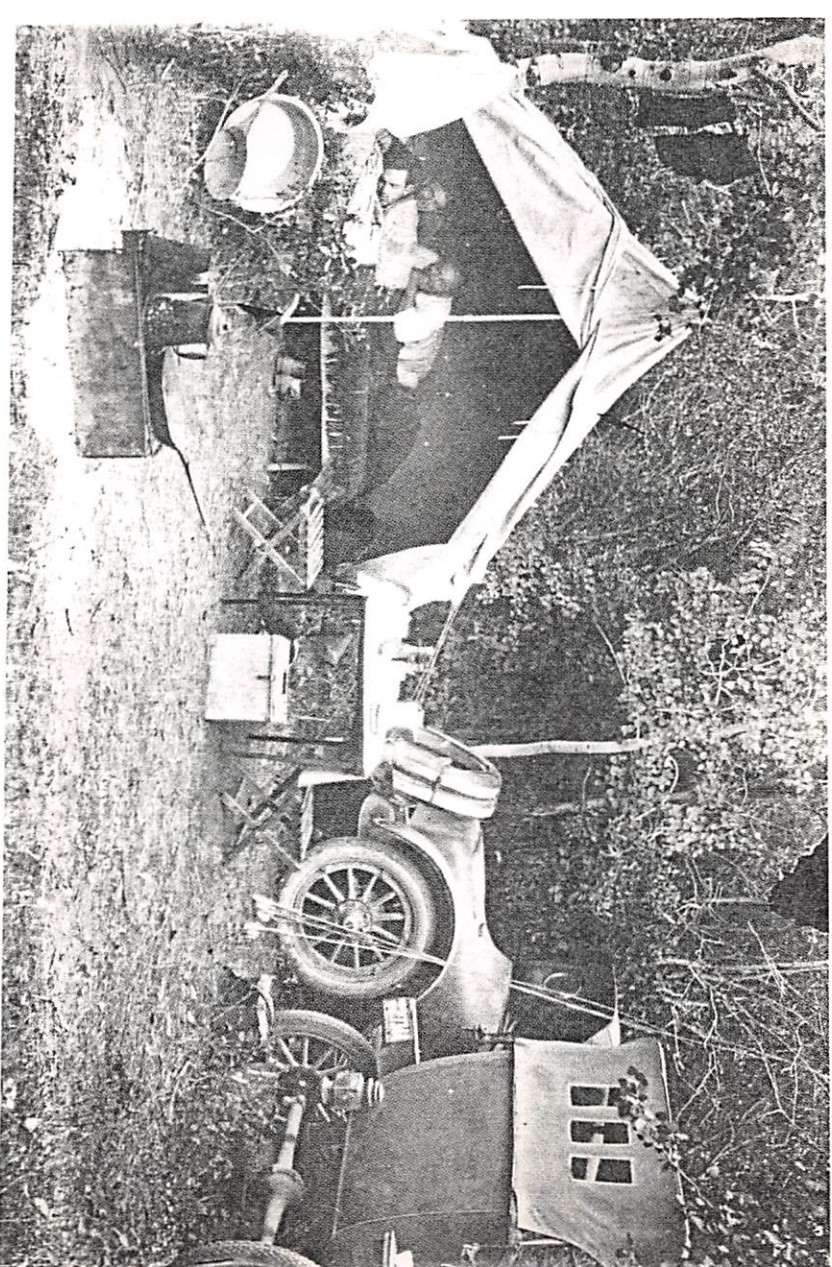
In 1914, an Early Assembly Line Was Used to Build Model T Automobiles in the Ford Plant at Highland Park, Mich.



Stutz Bearcat — 1914

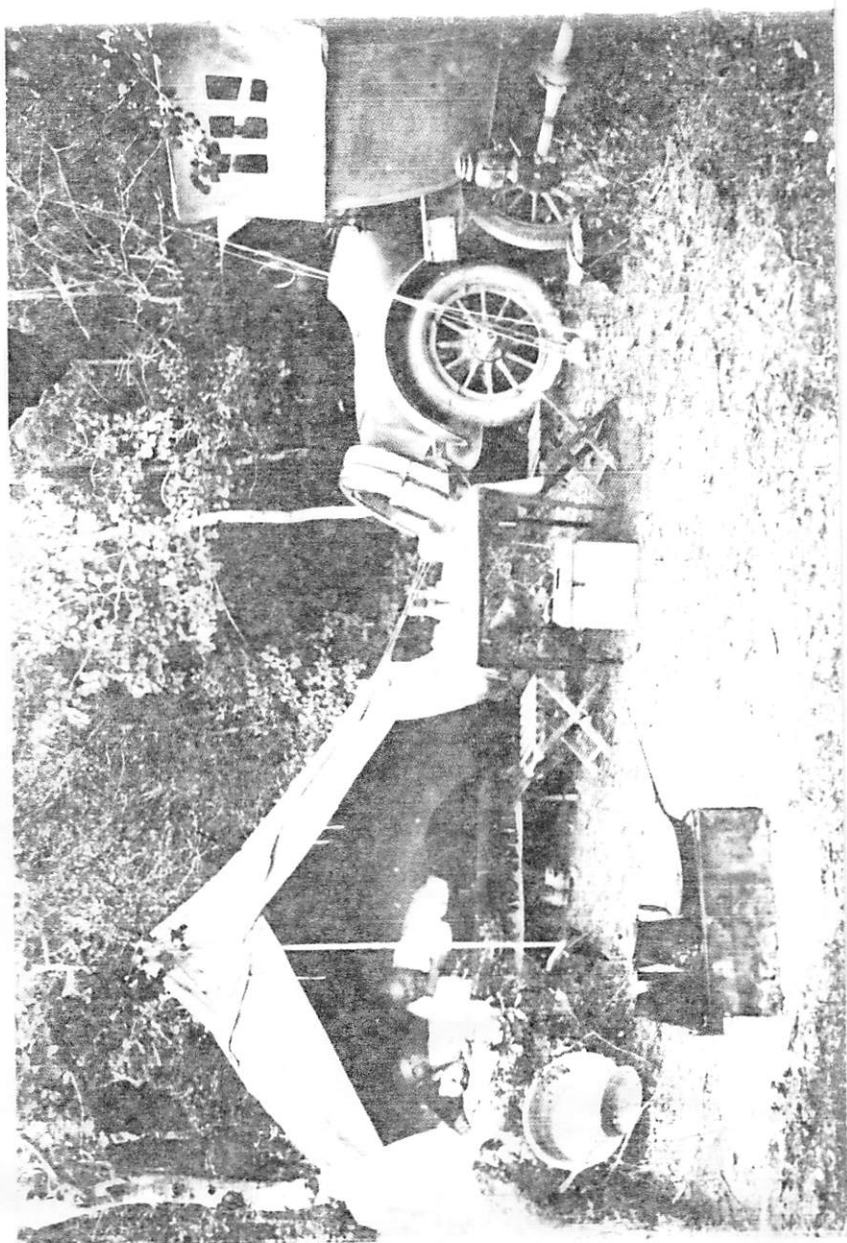
It was a two-seater model with a four-cylinder engine that developed

Photographer George Beard and his friends went camping in the Uinta Mountains in 1915 to do some fishing. Note two spare tires on roadster.



92
Deseret 1176
-1916

Photographer George Beard and his friends went camping in the Unita Mountains in 1915 to do some fishing. Note two spare tires on roadster.





IT WAS A GAY MOTORING party when the John T. Taylor and Alma Van Wagenen families of Provo and other friends loaded into their open air automobiles about 1915 for a drive to Nephi or some other distant point.

Mr. Van Wagenen was an early car dealer here, and mayor in the late 1920s, while Mr. Taylor operated a grocery store and had other business interests.

Addison Moulton
in his first auto,
an "Overland" in
snow storm in
Provo Canyon

Snow 54" Deep -
courtesy; Florence
Anderson

Date?

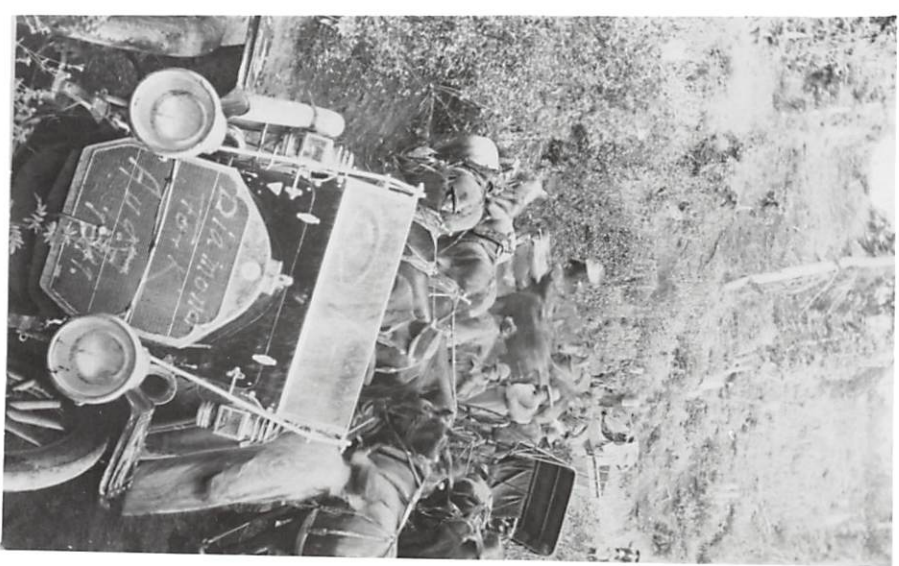
add
Moulton
Provo



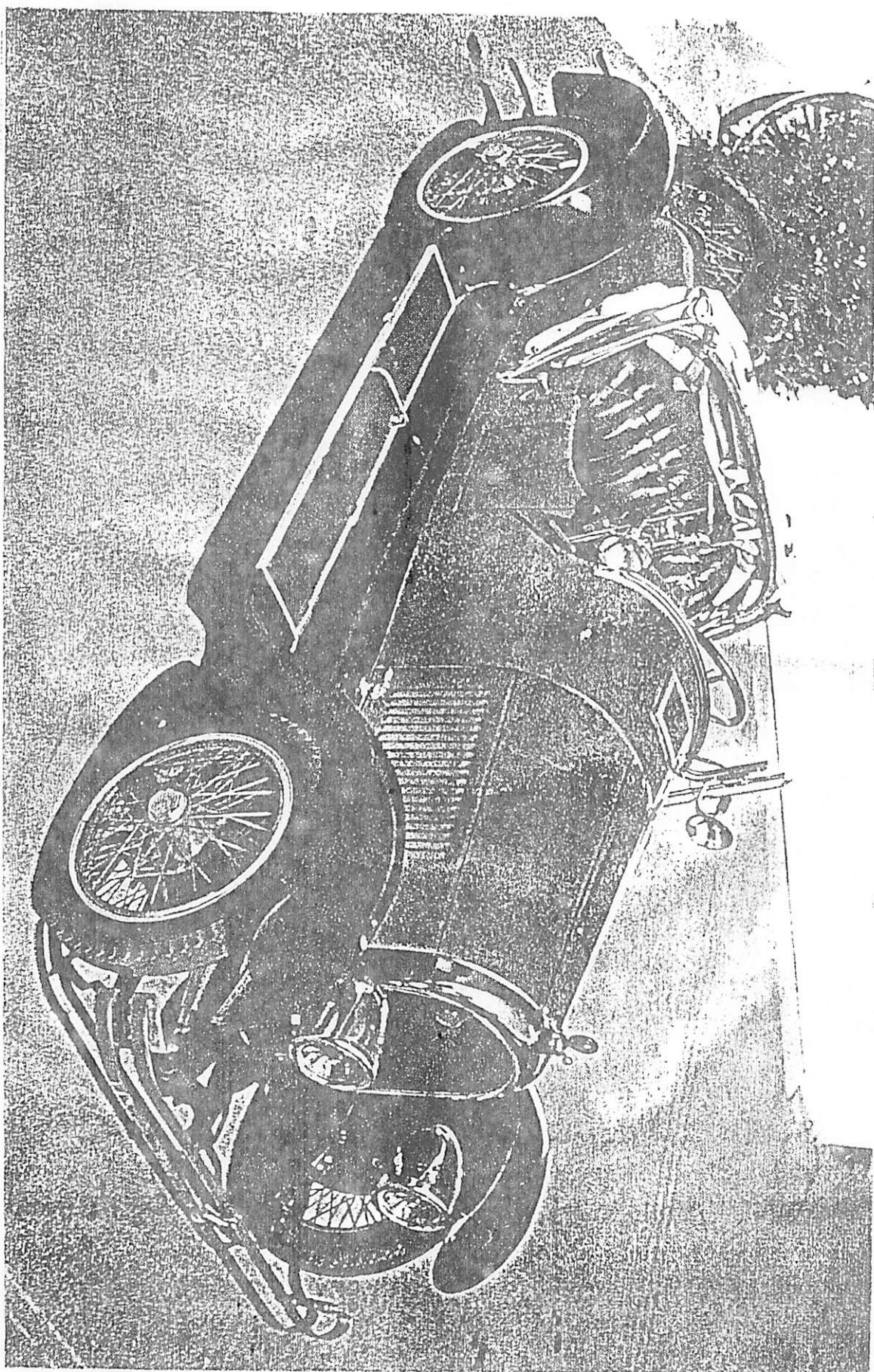
From Florence
Anderson

— 0565

1917



Jerry Classen



The end of World War I in 1918 brought a new sense of personal freedom to everyone and one of the instruments that expressed it best was the automobile, particularly the fast, open two-seater. Mercer, Stutz and Kissell made perhaps the best-known and most sought-after cars of the type, and the Kissell Gold Bug Speedster of 1919 was to many a young blood of the day the epitome of swank. The Kissell was made in a factory on Wisconsin Avenue in Hartford, Wisconsin. It was well designed, carefully put together, and beautifully finished. Characteristic of the Kissell was the rearward-opening trap-door ventilator cut into the hood. Owner: Elliott Wiener, Pacific Palisades, California.

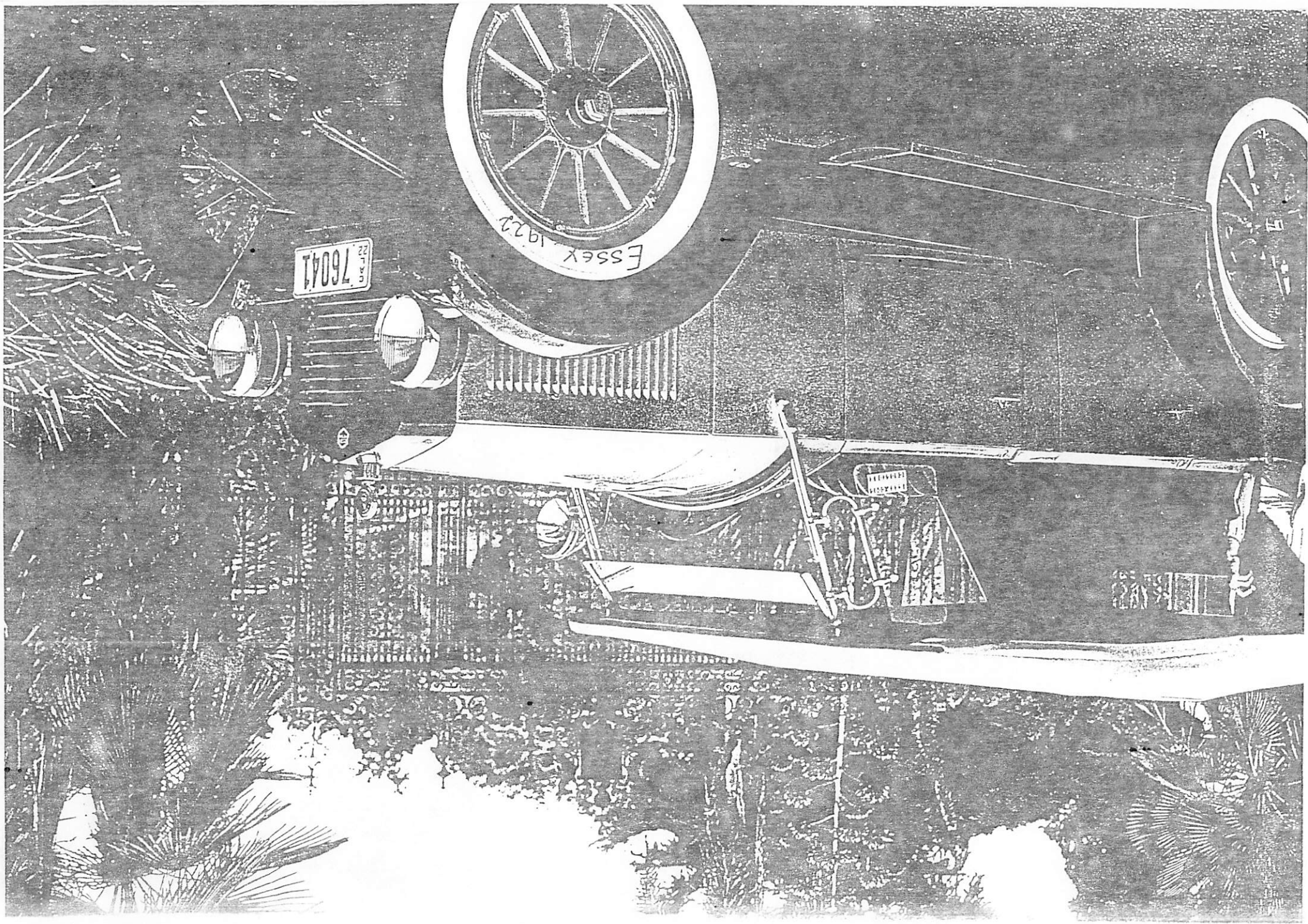


1920s Cadillac: engine
between front wheels



1921 Indy winner, Tommy Milton (with Barney Oldfield and Louis Chevrolet) in the Champion-sparked Frontenac Special.

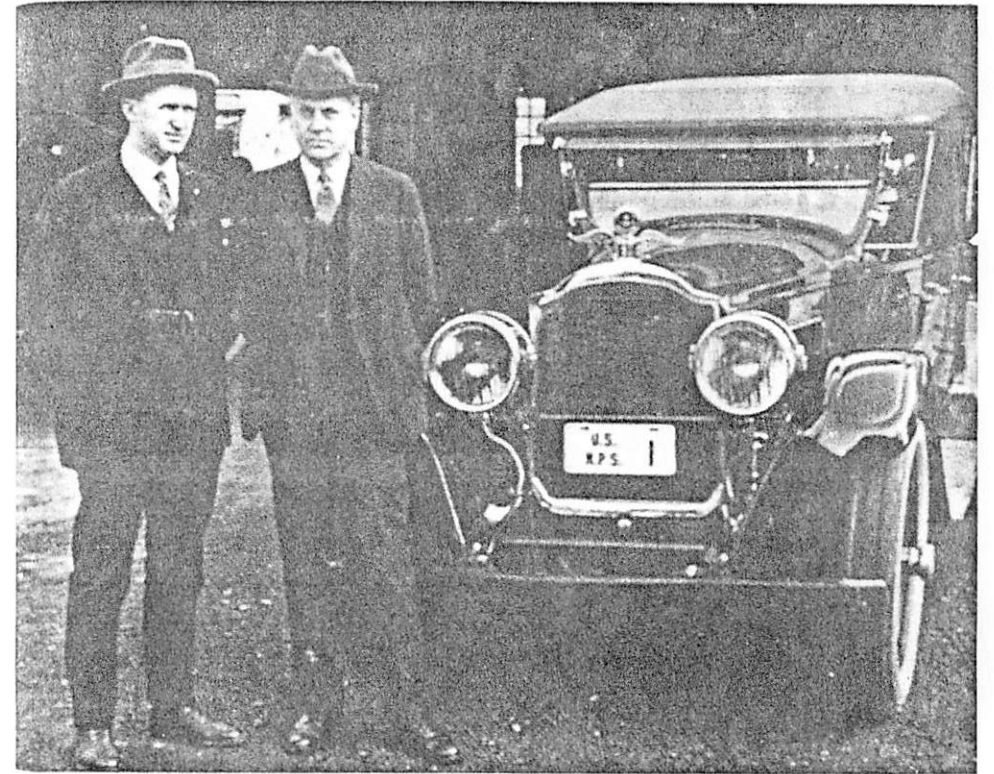
Champion. The spark of success at Indy since 1921.



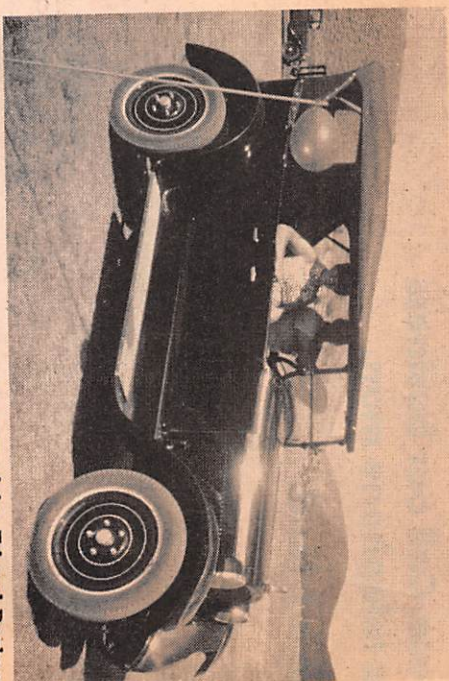
ing the Bandelier National Monument from national forest land in 1916. The Forest Service became responsible for important archaeological ruins in northern New Mexico and spent the better part of the 1920s fending off Park Service acquisition attempts there and throughout the Southwest. By the end of the 1920s Forest Service officials felt as if they were under constant assault.

NPS claims to certain kinds of areas administered by the Forest Service had undeniable merit. Its level of sophistication in the management of archaeological sites far exceeded that of the Forest Service. Frank "Boss" Pinkley, superintendent of the Park Service's southwestern national monument group, pushed hard throughout the 1920s for the acquisition of the four Forest Service archaeological national monuments in the Southwest: Bandelier and the Gila Cliff Dwellings in New Mexico and Tonto and Walnut Canyon in Arizona. Pinkley found Forest Service management of archaeological areas grossly

zit. Hist Q. Summer 1987 Vol 55 #3 p 217



Horace M. Albright and Stephen T. Mather, 1924, masterminded the National Park Service's rivalry with the U.S. Forest Service over control of scenic areas and archaeological sites. Courtesy of the National Park Service.



car, owned by Ed and Barbara
in the Vintage 1916 to 1929
category, a 1924 Dodge touring
place trophy.

PC Rec 11 Sep 1969





1924 Bentley